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COAST GUARD BEGINS STUDY FOR PROPOSED INTERNATIONAL CONFERENCE ON SAFETY-AT-SEA

A meeting in Washington of high-ranking Army, Navy, Coast Guard, and Maritime Commission officers, and men prominent in government and in American shipping, has served to indicate again that careful thought is being given to the problems which will be presented at the end of the war by America's vast, war-built merchant fleet.

Will L. Clayton, Assistant Secretary of State, in addressing the meeting which was called by the Coast Guard to prepare an American agenda for use at a post-war international conference on safety-at-sea, declared that the need for international agreement on safety standards for the world's merchant fleets was apparent because of the "competitive nature of the industry." The purpose of the post-war conference will be to revise the present international standards, as adopted in London in 1929 by the International Convention on Safety-at-Sea (ratified by the United States on July 27, 1937).

Mr. Clayton said that the country could look forward to an increasing number of such international agreements, in other than the shipping industry. He stated that the Coast Guard was designated to undertake the groundwork and the technical study to prepare the State Department, working through an American delegation, to represent this country at the post-war convention. He referred to historic disasters at sea, notably the loss of the *Titanic* in 1912 and the *Vestris* in 1929, as providing impetus for earlier international conventions.

Vice Admiral R. R. Waesche, Commandant of the Coast Guard, and chairman of the meeting, reviewed briefly the work of the earlier conventions, and remarked that the tremendous advances

that had been made by science, largely as a result of war pressure, would profoundly affect maritime safety in the future.

"The new position of aircraft, both as a rescuing agency and as craft which may require rescue, was not visualized at the time of the 1929 Convention," he said. "Electronics, high-frequency radio and modern meteorology all call for a revised approach and one which must be essentially international in its nature."

Admiral Waesche, after enumerating the Federal agencies that were concerned with safety at sea, said that the Coast Guard had consulted with all parts of the shipping industry engaged in international trade, including ship-owners, shipbuilders, marine underwriters, admiralty lawyers, classification societies, fire-prevention societies, and all branches of maritime labor, in considering the American agenda to be used at the proposed post-war conference. The place and date for the international conference will be scheduled by the State Department.

The raising of present international treaty standards, it is felt here, will be a measure that will aid in getting America's merchant fleet off to a fair competitive start with the merchant fleets of other nations at the end of the war, since it will tend to eliminate unequal competition from substandard, unsafe shipping.

Such war-time safety developments as improved lifeboats and lifesaving equipment are already standard on American vessels but will be costly, in a competitive sense, if they are to remain exclusively on American vessels and not required on ships of foreign registry.

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The foregoing is merely one example, showing how the American operator's investment may be increased. More complicated problems found in considering the revision of the international treaty standards are such questions as: What should be the minimum technical requirements of radio apparatus installed for safety purposes? What watches should be kept for safety purposes? What direction finding apparatus should be required and on what ships? What the advisability of requiring installation of radar and ultra high frequency voice telephone on ships?

Questions like these will be considered at meetings of the 14 technical committees which will work under direction of the general committee and a special steering committee, whose members are Vice Admiral Waesche; Rear Admiral J. F. Farley, USCG; Vice Admiral H. L. Vickery, USN, U. S. Maritime Commission; J. E. Saugstad, Chief, Shipping Division, State Department; Almon E. Roth, President, National Federation of American Shipping, Inc.; and H. Gerrish Smith, President, Shipbuilders Council of America.

The scope of the inquiry to be made by these technical committees is indicated in the fact that a separate committee will sit to consider each of the following subjects: admeasurement; structural standards; subdivision, stability, load line and pumping; electrical equipment and standards; safety equipment, personnel and procedures; lifesaving equipment; cargo stowage and gear; personnel and operation; rules of the road; rescue procedures; aids to navigation; meteorological services; air-sea rescue; ice patrol; communications.

Commodore H. C. Shephard, USCGR, Chief of the Marine Inspection Division of the Coast Guard, reviewing the need for revision of the 1929 standards, remarked that since the outbreak of this war a multiplicity of safety devices and gadgets have been installed on American merchant ships."

"The majority of these items," he went on, "were first developed and then required by the Coast Guard as a result of the recommendations received from seamen and operators. The major portion of these recommendations were adopted in 1942 before we had accumulated a mass of information at headquarters representing thousands of citations of fact surrounding our ship losses and the efficacy of the lifesaving equipment but that they have as a whole been effective may best be explained by the fact that following their adoption there was a marked reduction in the loss of seamen from torpedoed ships * * *.

"Our records show that in this war a large number of seamen's lives have been saved by rafts. Unfortunately they also show that seamen's and stevedores' lives have been lost through accidental release and in overhauling the equipment. Shall rafts be continued? Is there a need for fishing gear? Is it possible to improve lifeboat davits?" These are some of the questions which the committees will consider.

Other speakers at the morning session were John S. Gambs of the Department of Labor who spoke in the absence of D. W. Tracy, Assistant Secretary of Labor; Rear Admiral J. F. Farley, USCG; H. Gerrish Smith; and Captain E. M. Webster, USCG, Chief, Communications Division, United States Coast Guard.

In the afternoon, the members of three group committees, including construction, lifesaving procedures and rescue procedures groups, met at Coast Guard Headquarters to review subjects which will be passed to the technical committees for their consideration and study. The technical committees will consider all developments in ship construction and equipment and in the light of present good practices make specific recommendations, considering carefully the effect of their recommendations on all the American interests affected.

USE OF MARINE NAVIGATIONAL AIDS BY SEAPLANES BEING GIVEN CONSIDERATION

The recent installation of vertical lights on certain buoys in Jamaica Bay, an arm of Long Island Sound, is an example of the application of the headquarters policy of providing aviation lights on all buoys in the vicinity of seaplane areas which are in the nature of obstructions to the air operations. In this instance seven lighted buoys, previously equipped only with lights projected in horizontal beams, were fitted with lenses also having top panels projecting beams toward the zenith. These vertical beams are of the same color and display the same characteristic as the regular marine light.

Several months ago headquarters instructed all district Coast Guard officers to investigate the condition of the aids to marine navigation in the vicinity of any seaplane operating bases which might be located within their jurisdiction. The policy laid down at that time directed that consideration be given to providing lights for all unlighted buoys which were considered as hazardous obstructions to seaplane navigation, and to provide vertical lighting as well horizontal lighting for all lighted buoys.

The primary purpose of the vertical lighting of buoys placed as aids to marine navigation is to reduce their hazard as obstructions. However, such lights also serve a useful guiding function, forming a part of the pattern of lights visible as a plane approaches the landing area. In placing vertical lights on buoys, the Coast Guard is following the practice of making these lights conform in color and light characteristic to the lateral system of buoyage of which the aids are primarily a part.

CITATIONS TO RECOGNIZE MERITORIOUS SERVICE OF TEMPORARY RESERVISTS

Wrist tags as tangible evidence of length of service as temporary members of the Coast Guard Reserve have now been augmented by provisions for the recognition of the quality of service. Temporary Reservists who perform Coast Guard duties as volunteers without pay are now eligible for a commanding officer's citation for meritorious service.

As specified by headquarters, the types of meritorious service which may be recognized are: Faithfulness, intelligence, energy, patriotism, heroism, efficiency, talent or like qualities which the member has given to the Coast Guard in his active duty performance. To be eligible for such a citation, the temporary Reservist must first have received the wrist tag and citation awarded for 600 hours of active duty. Where the quality of the service recognized by the citation for meritorious service is of such an outstanding nature that it deserves a higher degree of commendation, the district Coast Guard officer may direct a letter to the temporary member of the Reserve.

In cases where the quality of the service rendered is of such a nationally outstanding character as to warrant a still higher degree of commendation, such a commendation may be awarded over the signature of the Commandant. These citations are to be inscribed on the reverse side of the wrist tags.

In addition to the citations for meritorious service, headquarters has also prescribed the manner in which recognition is to be made of 1,200, 1,800 and other multiples of 600 hours of service. This recognition is to be accomplished by making appropriate notations on the citation certificates, and by stamping the appropriate number of hours on the wrist tags.

LICENSING AND CERTIFICATING RULES NOW AVAILABLE

The new publication, Rules and Regulations for Licensing and Certificating of Merchant Marine Personnel, issued under date of February 1945, is now available for distribution. The subject matter contained therein is indicated by the following chapter headings: Motorboats and certain vessels propelled by machinery other than by steam more than 65 feet in length; tank vessels; ocean and coastwise, general rules and regulations; Great Lakes, general rules and regulations; bays, sounds, and lakes other than the Great Lakes, general rules and regulations; rivers, general rules and regulations; seamen; regulations applicable to certain vessels and shipping during emergency.

COAST GUARD HAS LARGE FLEET READY FOR ICE BREAKING ON GREAT LAKES

The 1945 plan for the Coast Guard's participation in the opening of navigation upon the Great Lakes, already approved by headquarters, includes the dispatch to the region of a special air patrol detachment, the chartering of several commercial vessels for ice breaking, and the assignment of the new ice breaker *Mackinaw* and a number of cutters to the task of opening main channels and clearing harbors. Two reconnaissance planes and a communications truck have been ordered to the Lakes and are to be based at the Naval Air Station, Traverse City, Mich., as in previous years. This air unit is scheduled to arrive at its base about March 15, to be in readiness for flights as the need for surveys of ice condition develops.

The new ice breaker *Mackinaw* is ready for service, and will be held in readiness to break out the main channels. Next in size of the ice-breaking fleet will be the car ferry steamer *Sainte Marie*, which is being chartered as in previous years. The chartered fleet will also include the tugs *Favorite*, *John Roen*, *John Roen III*, and eight harbor tugs of the Great Lakes Towing Co.

In addition to the *Mackinaw* and the chartered vessels, there will be 16 Coast Guard cutters, available to break ice and render assistance. Many of these vessels are cutters of the tender class, engaged normally in the serving of the aids to navigation. Two of these are stationed at Duluth, two at Sault Ste. Marie, two at Milwaukee, two at Manitowoc, four at Detroit, one at Grand

Haven, one at Cleveland, one at Toledo, and one at Buffalo.

Coast Guard efforts to facilitate navigation upon the Great Lakes at both the opening and closing of the season, when ice is a major handicap, first assumed important proportions in the summer of 1940, when a survey was made to select a site for a Coast Guard air base in the region. Attention had been focused upon the Great Lakes area by the consolidation of the former Lighthouse Service with the Coast Guard the previous year, this amalgamation bringing within the sphere of Coast Guard operations a fleet of vessels and several thousand navigational aids, directly involved in and concerned with the opening and closing of Lakes navigation.

In seeking a site for a Great Lakes air base, Coast Guard planes made many flights out of Traverse City, Mich., to determine climatic conditions, suitability of the site for plane operations, and practicability of the location as a base of operations for the entire Lakes region. Congress had previously authorized the establishment of 10 air stations in various parts of the country, a number which had not yet been reached.

In the early spring of 1941, when the early opening of navigation upon the Great Lakes was of great importance as a national defense measure, to facilitate the resumption of ore shipments, a Coast Guard air detachment was sent to the region. It covered hundreds of miles in reconnaissance flights. As a result of these flights, the Cleveland and Chicago offices were able to publish daily reports of ice conditions and predictions of possibilities of channel openings developing. The services of the Coast Guard cutters regularly stationed upon the Lakes, which had for many years performed ice breaking duties, were made more effective through these ice reports, their efforts thus being directed to points where they promised best results.

The earliest opening of navigation through the Federal locks at Sault Ste. Marie, in 40 years, was accomplished on April 3 (1941), largely through the efforts of the Coast Guard in breaking channels in the immediate vicinity. The first ship passed through the locks west-bound for Duluth on that date, and within 24 hours 12 additional vessels were west-bound in Lake Superior. The cutters *Tahoma* and *Escanaba* did much of this ice breaking, assisted by the car ferry *Sainte Marie*, chartered by the Coast Guard. The air detachment took an active part in advising the ice-breaking vessels of conditions as observed from the air.

Taking 5 of the largest ore ports as examples, this year's opening of navigation averaged 8 days earlier than the earliest previous opening in the last decade. The importance of adding even a few days to the length of the ore-shipping season is apparent by comparing the tonnage figures for April 1941 with the previous all-time high for this same month. The April 1941 shipments totaled 6,954,793 tons compared with the all-time high of 3,770,555 tons.

A summarizing of the work of the air-patrol detachment this spring showed that 18 flights were made between 1 April and 16 April, in which a plane flew 8,702 miles, searching an area of approximately 80,000 square miles.

The desirability of increasing its ice-breaking facilities was under consideration in 1941, and the service was at that time expecting congressional authority for the building of new heavy-duty ice-breaking cutters designed specially for Lakes conditions. Sufficient experience with ice conditions had been gained so that plans were being made for a special ice-breaking vessel. These called for a vessel with a maximum displacement of 5,000 tons, a length of 290 feet, a beam of 72 feet, and engines of 10,000 horsepower. The width decided upon was greater than that of any vessel operating upon the Lakes, and three screws were called for, two at the stern and one at the bow. Funds for the construction of this vessel were provided in the Third Supplemental National Defense Appropriation Act, approved 17 December 1941.

While no new vessels had as yet been added to its fleet, the Coast Guard's ice-breaking operations were an important factor in the 1942 season of Lakes navigation, traffic being resumed 12 days earlier than even the remarkable record of 1941. The season's first shipment of iron ore reached Cleveland, Ohio, from Escanaba, Mich., on 28 March. This year, the Coast Guard, in addition to using its own vessels, chartered the car ferry *Sainte Marie* and four ice-breaking tugs.

Award of a contract for the construction of a special ice-breaking cutter was made to the Toledo Shipbuilding Co., Toledo, Ohio, in 1942. This cutter was launched in March 1944 and named the *Mackinaw*.

The resumption of navigation on the Lakes in the season of 1943 took place at an early date, although not constituting a record, and the Coast Guard's participation was on substantially the same basis as in the previous year. Chief difference was the addition of

several tender class cutters to the fleet of vessels available for ice breaking. Several of these vessels were under construction at Great Lakes shipyards for the Coast Guard, and were being placed in service as completed.

Ice-breaking work was undertaken in the spring of 1944, with the assistance of two Coast Guard planes and a communications truck, and while the results did not constitute a record, as in 2 previous years, the benefits to Lake shipping were substantial. Operations were carried out by the car ferry *Sainte Marie*, 4 chartered ice-breaking tugs, and 11 Coast Guard cutters of the 18-foot tender class. These latter vessels were new, having been constructed under recent contracts. The first downbound cargoes of ore passed through the Soo locks on 11 April, this being 13 days earlier than the previous season.

Closing of navigation upon the Great Lakes took place at a comparatively late date in the fall of 1944 because of the mildness of the weather.

TRAINING COURSES OF ARMED FORCES INSTITUTE AVAILABLE TO ALL PERSONNEL

Advantages of the training courses of the United States Armed Forces Institute are available to all members of the Coast Guard, including regulars, regular reservists, and temporary members of the Reserve. The United States Armed Forces Institute is an official Army and Navy school operated under War Department directive. Headquarters are at Madison, Wis., and branches have also been established at several points overseas.

The institute brings off-duty educational opportunity to men and women in the Army, Navy, Marine Corps, and Coast Guard. All enlisted as well as officer personnel are eligible to enroll. It offers institute correspondence courses, university extension correspondence courses, self-teaching courses, and off-duty classes.

The courses which the institute offers have been selected for two purposes, to add to the military efficiency of the student, or to assist him in adjusting himself to civilian life. One fee of \$2 enrolls any enlisted man or woman for institute self-teaching or correspondence courses. Additional courses entail no further charges. For university extension courses the Government pays part of the cost of text and tuition fees.

Enrollment for institute training courses is made on the special form "Application for Correspondence or Self-

Teaching Course" made available to all Coast Guard units. These applications must be approved by the commanding officer of the unit to which the applicant is attached, and then mailed to Madison, Wis., accompanied by a remittance of \$2.

Courses at present offered by the institute fall into the following general categories: Aviation and automotive, building construction, business administration; drafting and applied art; education and psychology; electricity, electronics and radio; English and journalism; foreign languages; history, government and sociology; marine engineering; mathematics; mechanics and engineering; metal working; photography; plastics; railways and transportation; and science.

TEMPORARY RESERVISTS OF NEW ORLEANS TENDERED PARTY FOR WAR BOND DRIVE

The regular Coast Guard officers attached to the office of the District Coast Guard Officer at New Orleans, La., tendered a party to the members of the local Volunteer Port Security Force on Sunday, 25 February, in recognition of their standing in the recent War Bond drive. The New Orleans Volunteer Port Security held second place in this bond drive among all the temporary Reserve units of the country, its per capita purchase of bonds being exceeded only by that of the San Francisco unit. Representing headquarters at this party were Rear Admiral Spencer and Commander Flynn, the latter representing the Temporary Reserve Division.

MEN SOUGHT FOR TRAINING AS AEROGRAPHER'S MATES, RADIO TECHNICIANS, AND RADIOMEN

In the Coast Guard's program for the training of enlisted personnel, the emphasis, at the present time, is on radiomen, radio technicians, and aerographer's mates. All units have been advised of the present needs, and applications for training in these fields are now being sought. Male enlisted personnel who meet the qualifications listed below are urged to submit applications for training:

Radioman.

1. Nonrated men with experience or training in radio and in related fields.
2. Ability to type helpful.
3. 30/30 hearing.

Radioman—Continued.**4. Minimum test scores:****(a) USCG Test Battery:**

*GCT	50
Arithmetic	45
Radio Code Aptitude	55

(b) USN Test Battery:

Social Studies	70
Arithmetic	65
Mechanical Aptitude	80

Radio Matériel (basic).**1. Nonrated men or rated men other than RM, WT, EM, AerM, FC, PhM, and MM.****2. Previous experience or training in radio, electrical, or mechanical field.****3. Minimum test scores (USN Test Battery):**

*GCT	55
Reading	55
Arithmetic	50
Mechanical Aptitude	50
Mechanical knowledge (Mech.)	50
Mechanical Knowledge (Elect.)	55

Aerographer's Mate.**1. 20/20 vision and emotionally stable.****2. High-school graduate with courses in Algebra, Geometry, and Physics.****3. Over 21 years of age.****4. Minimum test scores:****(a) USCG Test Battery:**

Social Studies	85
Arithmetic	85
Mechanical Aptitude	130

(b) USN Test Battery:

*GCT	60
Arithmetic	55
Reading	55

*GCT—General Classification Test.

INCREASE IN IMPORTANCE OF OAKLAND SECURITY FORCE BRINGS PROMOTIONS

Because of an increase in the importance and size of the Volunteer Port Security Force of Oakland, Calif., the commanding officer and certain members of his staff have just received promotions in rank. This unit, one of the most active upon the Pacific coast, is now in the class 1 category, and William F. Reichel, its commanding officer, has been promoted to the rank of commander.

All port security activities in the Oakland area, with the exception of the supervision of explosives loading, has

been turned over to these temporary reservists.

NEW LEAFLET PRESCRIBES CONDITIONS OF VESSEL OVERTIME SERVICES

"Overtime Services" is the title of a new 4-page leaflet just issued by the Coast Guard for the information of ship-owners, operators, and others concerned, to replace a 1-page sheet entitled "Subchapter L—Overtime Services," dated February 17, 1942. The new publication includes all amendments published in the Federal Register through 1 January 1945.

These regulations apply to those vessels which may require inspection or the supplying, signing on, or discharging of crews at night or on Sundays and holidays, and require that extra compensation shall be paid by the master, owner, or agent of the vessel, to certain Coast Guard personnel or to certain customs officers and employees.

TAMPA PORT SECURITY FORCE OPERATES FIRE FIGHTING TRAINING COURSE

A fire-fighting school of such excellence that it has trained Navy personnel and employees of the Tampa Shipbuilding Co. by special request, is operated by the Tampa, Fla., battalion of the Volunteer Port Security Force. This battalion, now 2 years old, sent representatives to the Coast Guard fire-fighting school at Fort McHenry, Baltimore. As an outgrowth of the training which they received in Baltimore, certain members became interested in the establishment of a similar training program in Tampa.

Considerable equipment for use in teaching the hazards of fires and the various means of combatting this menace was assembled, the battalion members even constructing a steel fire tank inside which oil fires were kindled for demonstration purposes. The fire school soon gained an excellent reputation throughout the city of Tampa, and the Naval Receiving Station requested that the Volunteer Port Security Force give the training to groups of Navy personnel. At the same time the Tampa Shipbuilding Co., with its large War-time shipbuilding program, and an extensive fire-fighting force of its own, also requested permission for certain of its employees to enter the classes.

MARKING OF COLUMBIA RIVER ABOVE GRAND COULEE DAM BEING CONSIDERED

The establishment of aids to navigation on that part of the Columbia River above the Grand Coulee Dam is now under consideration, as a result of an increase in the number of vessels being operated in these waters. This part of the Columbia River, before the construction of the dam, was navigable, but at the present time deep water extends for many additional miles and many small vessels have been placed in operation. There is, however, no means by which vessels operating above the dam can reach the lower sections of the river, there being no locks at the dam site. Should this section of the river be declared as coming under the jurisdiction of the Coast Guard, for the establishment of navigational aids, minor lights on fixed structures would be considered. Buoys would not be suited to these waters because of the great difference in the height of the water at different seasons of the year.

GRAY ENGINE COMPANY SENDS SECOND TRAINING UNIT TO THE ATLANTIC COAST

A mobile training unit, for the instruction of boat-operating members of the Temporary Reserve, is now touring Atlantic coast ports through the courtesy of the Gray Marine Engine Co., of Detroit, Mich. This unit, consisting of a truck carrying specially sectionalized gasoline, and Diesel marine engines training films, and other paraphernalia, is in charge of three lecturers who conduct the training program in the ports visited. This is the second truck put on the road by this company, the president of which is the training officer in the Detroit Temporary Reserve unit, the first truck having toured Great Lakes ports and now being on the Pacific coast.

Accompanying the training truck which visited Washington were Mr. P. C. Chamberlain, educational director of the Gray Marine Motors Co.; Mr. Edward C. Parker, service manager of the company, and a member of the educational committee of the Cleveland Ninth Naval District; and Mr. H. E. Jones, a company service engineer.

Present scheduling of the training truck consisted of a visit to Baltimore, Md., on 14, 15, and 16 February, and to Washington, D. C., on 19, 20, and 21. In Washington, members of the local Volunteer Port Security Force battalion attended classes on each of three

nights, these being held in the Jefferson Junior High School building.

STORM-WARNING FLAG HOISTS TO BE DISPLAYED FROM LIGHTSHIPS

Display of storm-warning signals from lightships has been authorized by headquarters in response to a request of the Director of the United States Weather Bureau. These signals will consist of the standard Weather Bureau flag hoists which will be displayed in the daytime. No night signals will be displayed.

Information regarding approaching storms, supplied by the local offices of the Weather Bureau will be made available to the lightships involved by means of radio. The Weather Bureau has furnished each lightship with a suitable set of flag signals and with appropriate instructions for their display.

This storm-warning service is expected to benefit chiefly the operators of small craft which are not fitted with radio-receiving apparatus and hence derive no benefit from radio broadcasts of weather information. Many of these small craft are fishing boats.

In the first naval district, the lightships which will display storm-warning signals are the ships on the following stations: Boston, Stone Horse Shoal, Handkerchief, Cross Rip, Vineyard, Hen and Chickens, and Brenton Reef. In the third naval district the ships are Cornfield Point and Ambrose Channel. In the fourth naval district, the Overfalls Lightship will display signals, and in the fifth district, the St. Johns vessel will provide the same service.

Display of signals from these lightships will increase the effectiveness of the Weather Bureau's storm warning service, for all the lightships are considerably offshore and in the path of heavy vessel traffic. In the past, flag signals indicating approaching storms have been displayed chiefly from points on shore.

To insure continuity of service, the Weather Bureau has also supplied flags to all relief lightships serving these stations.

INDEX TO VOLUME 1 OF COAST GUARD BULLETIN NOW BEING PUBLISHED

An index to Volume 1 of the Coast Guard Bulletin is now in press and will be ready for distribution shortly. Volume 1 of the Bulletin includes the 36 monthly issues published between July

1939 and July 1942. Previous to July 1939, this publication was the monthly bulletin of the Lighthouse Service. Copies of the index will be distributed to all on the regular monthly distribution list and additional copies may be obtained upon application to headquarters.

CHARACTERISTICS OF MARKER RADIOBEACONS BEING STANDARDIZED

Operating characteristics of the marker radiobeacons in service upon the Great Lakes are now being standardized, as a means of simplifying their use by mariners, the necessary changes being scheduled to be made before the spring opening of navigation and the concurrent publication of new editions of the Coast Guard's radiobeacon charts.

Marker radiobeacons in this area will, in the future, broadcast a series of $\frac{1}{2}$ -second dashes separated by $\frac{1}{2}$ -second silent periods, for 15.5 seconds, followed by a silent interval of 14.5 seconds. No further distinction between stations is necessary as these radiobeacons all have a very limited range and no two marker radiobeacons are close enough together for their arcs of audibility to overlap.

COAST GUARD WELFARE MAKES MANY EMERGENCY LOANS TO SERVICE PERSONNEL

While the annual meeting of the Board of Control of Coast Guard Welfare, originally scheduled to be held in February, was canceled to help reduce avoidable travel, a summary of the monthly reports of local units, just made by Rear Admiral Thomas M. Malloy, president, show the organization to be particularly active. Outstanding work in recent months has been the making of small loans to service personnel temporarily in need of financial assistance.

"Coast Guard Welfare, after several years of activity, has become widely known throughout the Service, yet there remain too many Service families unaware that there is a Coast Guard society ready and willing to aid them financially and otherwise. It is a duty of each individual in the Service, a duty to his people, to give them full information to this effect.

"While the men of all the Services have been generously looked after by the Government in matters of pay, food, shelter, recreation, entertainment, and medical care, their dependents are faced with many problems and emergencies which no public or private agencies can handle as promptly and efficiently as the

Service societies, of which Coast Guard Welfare is one.

"Welfare is now in its fourth year of organized work. Its operations consist chiefly of loans and grants of money to Coast Guard personnel and dependents. This financial aid is of an emergency character, and the needs upon which it is based are widely various. Illness in the family of the Service person during his absence overseas, or far away in this country, maternity care, hospitalization and long illness in the home, accident, and death; all these and more are included. Cases are handled in the most expeditious manner, and with a human and friendly touch which is often lacking in public charity work.

"Those of us here in the United States, comfortable and secure in our confidence and belief in our ability to meet our problems, do not realize what it means to a Coast Guard man or woman when he or she learns of his loved ones' distress. Frequently they are too far away and too isolated to do anything and money is often lacking. Service personnel frequently learn of distress of their families long after matters have reached a critical stage, and their morale is quickly weakened by a knowledge of their helplessness in the situation. Low morale quickly lessens his value to his unit on ship or shore. This is frequently the beginning of a series of ill-considered acts including inattention to duty and misconduct.

"The morale officer of every large unit and the commanding officer of every small unit of the Coast Guard is in a position, and it is his duty, to help his men in the situations just described. This help is fully as important as books, games, amusements, and entertainment for the personnel. The chaplain can aid greatly by observing and conversing with men who have family worries on their minds. His bringing to the attention of the morale officer the problems concerning the home folks can do much to eliminate the causes of low morale. The morale officer can avail himself of radio, land wire, and cable, in many cases to inform Coast Guard Welfare at Headquarters of specific cases. This information should give name, rating, and number of the man together with the address of his dependent. When such a message is received by Welfare in Washington, it is immediately dispatched to the welfare director in whose district the dependent lives or is sojourning, with directions to investigate the case. The many messages of this kind which have been handled in this manner successfully have been most gratifying to the Board of Control and greatly appre-

ciated by those served. The very fact that assistance is rendered by one's own Service organization inspires the Coast Guard man and his family with greater devotion to the Service. The fellowship of such Welfare efforts tightens the bonds of comradeship, the ropes which unite one to another in any military society, and by that token, enhances efficiency.

"Many loans ranging from \$10 to \$50 are made by units and district directors of welfare. These are occasioned by the needs of men who have just returned from foreign service, of men who have been granted leave of absence but lack the funds for travel, of men returning from leave but who have lost their money or transportation. Verification of the emergency and of the man's identity is made to the extent deemed advisable.

"That ample funds are necessary to carry on welfare work needs no stating; but that the amount is large should be kept before all Coast Guard personnel. Welfare funds are derived from voluntary contributions of officers and men and civilian employees of the Coast Guard, the latter being aided on the same basis as the military members of the Service. Welfare also receives voluntary, unsolicited donations from non-Service sources; it receives funds from national drives for the families of Navy, Marines, and Coast Guard men under the auspices of Navy Relief. Welfare funds are of a revolving character partly renewed by repayment of loans. Ships' service stores contribute 10 percent of their excess profits monthly.

"Also important are memberships at \$1 per year which bring into the treasury a little more than 50 thousand dollars annually. Last year, the Board of Control instituted 'Coast Guard Welfare Membership Week.' This is the last week in June, during which every director is enjoined to enroll as many members as possible for the next fiscal year beginning on the following July 1.

"The need for memberships is important, not only for the financial support they bring to the treasury, but also because they bring home to Coast Guard personnel the fact that Welfare is their Service agency ready to assist them and their families when distress threatens. Membership is not a condition to obtaining relief from this society. A non-member of Coast Guard Welfare is entitled to exactly the same treatment and consideration as a member, provided he or she is a member of the Coast Guard, military or civilian, active or retired, Coast Guard Reserve, Coast Guard Auxiliary, or Public Health Service.

"The first half of the present fiscal year has passed, and reports from Welfare directors indicate the full year will show an increase of transactions over the previous year. During the 6 months ending December 31, 1944, loans totaled \$346,397.16 with a total of loans repaid, \$340,259.96. This is an increase of percentage of loans repaid. Welfare made 12,352 loans, indicating a slight increase for the full year. Loans are considered as grants whenever the circumstances warrant, such as cases of unusually great expense for surgical operations and long hospitalization. Such grants or gratuities totaled \$16,982.42, a rate of increase which will bring the total for the year to a considerably higher figure than the previous year, though not to an excessive sum. Welfare funds turn over approximately two and one-half times in a year, and the total overhead is exceedingly small."

SEEK ADDITIONAL WAR BOND ALLOTMENTS FROM MILITARY PERSONNEL

Latest figures on percentage of War Bond allotment participation for the Naval Services follow:

	Percent
Navy.....	50.8
Marine Corps.....	56.2
Coast Guard.....	50.3
Total.....	51.2

DCGO's and CO's of independent units have given excellent cooperation to the War Bond Allotment Program. Bond officers have worked diligently to increase their local participation. Nevertheless, only by concentrated effort within each command unit, no matter how small, can the 90 percent goal of participation requested and expected by the Secretary of the Navy be reached.

Coast Guard personnel are already familiar with the main reasons for buying bonds, but only 50.3 percent have considered using the allotment system for their purchases. This is less than the Navy's. There are several sound reasons why servicemen and women particularly should take advantage of this regular plan for savings:

(1) It is a systematic "painless" way to invest and accumulate money at 2.9 percent interest. Remember, it is wiser to "save first and spend the difference" than it is to "spend first and save the difference!"

(2) Allotments for these savings continue uninterrupted regardless of change of station, overseas assignment, "missing in action" status, etc.

(3) Bonds destroyed or stolen are more easily replaced when purchased by the allotment plan rather than by cash sales. (The bond issuing office has a complete record of bond numbers, date of allotment, forwarding address, etc.)

The following chart of percentages indicates the standing of DCGO's and various independent units as of 26 January 1945. These percentage charts will appear monthly in the Coast Guard Bulletin.

War bond allotment percentages as of 26 January 1945

Activity	Month	Officers	Enlisted Men	Totals
		<i>Percent participation</i>	<i>Percent participation</i>	<i>Total percent</i>
Headquarters.....	Nov.....	89.2	81.7	81.8
1st NavDist.....	Dec.....	86.3	80.1	80.5
3d NavDist.....	Dec.....	74.21	64.01	64.66
4th NavDist.....	Dec.....	66.95	68.97	68.84
5th NavDist.....	Dec.....	51.3	41.9	42.5
6th NavDist.....	Dec.....	79.5	59.9	61.1
7th NavDist.....	Dec.....	69.8	50.5	52
8th NavDist.....	Dec.....	68	62	63
9 ND Cleveland.....	Dec.....	67	48	49
9 ND St. Louis.....	Dec.....	83	63	65
10th NavDist.....	Dec.....	66.3	68.8	68.6
11th NavDist.....	Dec.....	93.1	83.3	84.2
12th NavDist.....	Dec.....	87.4	89.0	88.9
13th NavDist.....	Dec.....	70	51	52
14th NavDist.....	Dec.....	52.3	55.3	55.2
17th NavDist.....	Dec.....	62.2	45.2	46.3
Manhattan Beh. Trasta.....	Dec.....	93.4	75.1	75.5
Manhattan Beh. Recsta.....	Dec.....	100.0	40.3	40.4
Curtis Bay Trasta.....	Dec.....	95.2	57.4	57.9
Groton Trasta.....	Dec.....	95	76	77
Palm Beach Trasta.....	Dec.....	75	41.1	41.6
Atlantic City Trasta.....	Nov.....	94.3	61.5	62.3
Alameda Trasta.....	Dec.....	54.7	55.7	55.6
CG Academy.....	Dec.....	48	-----	48
CG Yard.....	Nov.....	94.9	89.0	89.5
St. Augustine Trasta.....	Dec.....	92	90	90.1
Fort McHenry Trasta.....	Dec.....	100	68	70
Ellis Island Recsta.....	Dec.....	37.89	47.89	47.20
NATB, Pensacola.....	Dec.....	100	23.45	23.81
Washington Pasta.....	Dec.....	71	56	57

During the past week, it was the Commandant's pleasure to issue the following dispatch to the DCGO, 12 ND:

"Congratulations on a magnificent job as the First Coast Guard District to attain Secretary of Navy's desire to enroll better than 90 percent personnel in war bond allotment program. This outstanding accomplishment over and above the line of duty reflects splendid organizational planning and it is hoped that the Coast Guard may

emulate this record in every district. Such results indicate a happy ship and one we all can be proud of."

In a recent letter to all DCGO's and Command Units with regard to increasing the total Coast Guard participation in the War Bond Allotment Plan, the Assistant Commandant stated, "Here's wishing you every success in this work knowing that you realize a war must not only be fought but paid for as well."

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